

DIVERS RECOVER TWO BODIES FROM WRECK OF SUNKEN S-51

CHANGE IN COURSE MIGHT HAVE SAVED GIANT SHENANDOAH

Lieut. Anderson Describes for First Time How Giant Craft Was Handled

HUNG SUSPENDED FROM GIRDER AS SHIP FELL

Finally Hauled Back to Safety by Companion—Today's Witness Relates Orders Given by Commander Lansdowne in Crisis and Declares that Previous to Collapse None of the Officers Felt Any Great Alarm.

MRS. LANSLOWNE WILL TESTIFY AT INQUIRY
Lakehurst, N. J., Sept. 29 (AP)—Mrs. Margaret Ross Lansdowne, widow of Commander Zachary Lansdowne, captain of the Shenandoah, accepted today the invitation of the naval court of inquiry to appear and make a statement.

Mrs. Lansdowne's telegram to the court suggested no date for her appearance other than that it be made at the latest possible time. It may be that she will not be heard here but in Washington if it finally is decided to transfer the inquiry to that city. Mrs. Lansdowne is now in Washington.

Lakehurst, N. J., Sept. 29 (AP)—Even when the airship Shenandoah began on her first rapid ascent before she was wrecked those in charge of the craft felt no concern for her safety and thought she would weather the conditions as she had similar situations on previous flights. Lieutenant Joseph B. Anderson, aerologist on board, declared today before the naval court of inquiry.

Saw No Danger
Storm clouds were in the offing with storms some distance behind and to one side of the ship. Lieutenant Anderson said, but so certain were the officers that there was nothing dangerous ahead that the vessel was turned back to her original course after she had been turned to the southward when the clouds first were noticed. Even later there was discussion of a change of course, but neither Commander Zachary Lansdowne, the captain, nor Lieutenant Anderson could see any immediate danger and the course was held.

Landsdowne's Orders
Commander Lansdowne immediately sent Anderson into the ship from the control car with orders for the officers to stand by the automatic valves. After explaining the ship's situation to those officers, Anderson returned to the control car to find that the Shenandoah still was rising from one to two meters and then was up between 4,000 and 5,000 feet.

"At this time," continued Anderson, who was telling for the first time his story of the wreck, "Captain Lansdowne, after a hasty conference with several of the officers on watch, ordered the maneuvering valves opened. With gas being exhausted through maneuvering and automatic valves, the captain began taking steps for the descent which

SECOND APPEAL ON ZONING ORDINANCE

Allen St. Property Owner Would Build Three Family House

ADJUSTMENT BOARD MEETS

William E. Atwood Expected to Be Elected Chairman Today—Commission May Engage Clerk to Handle Many Details.

A second appeal from the restrictions of zoning was filed today with the building department. Prospero Francolino, acting for Mrs. Carmela Francolino, requesting that the area lying between Stanley and Steward streets, on Allen street, be changed from the two to the three-family house class.

Last week H. T. Peterson asked that Haley street be changed from a two to a three-family zone. As was the case in the Haley street matter, Francolino claims there are now three-family houses close to his wife's building lot and she is deprived of a property right in being restricted to a dwelling of smaller size.

Board of Adjustment Meets
The board of adjustment, the court of appeal before which requests for changes must come, will hold its organization meeting this afternoon at 4 o'clock at the office of Mayor A. M. Paonessa. The Peterson and Francolino cases will not come up at this session, however, as the purpose of the gathering is merely to elect officers and discuss the powers and duties of the commission.

William E. Atwood, president of the New Britain Trust Co., is expected to be the unanimous choice for chairman of the board. Another matter not contemplated in the appropriation of funds this year but which will probably be taken care of this afternoon, will be the selection of a clerk of the commission. There is considerable clerical work connected with the preparation of an appeal for hearing and with the sessions of the board. Members of the board do not feel disposed to ask one of their fellow commissioners to handle this detail. It is expected that a clerk will be engaged on the same footing as the clerk of the board of compensation and assessment, whose duties are similar to those to be expected of the prospective new city employee.

Same Lot in Different Zones
In addition to provisions of the zoning map which allow the construction of three-family houses in Fairview cemetery and two family houses in St. Mary's, the erection of single family dwellings in Walnut Hill park, and in Doer's pond, the factories in parts of St. Mary's and the Fairview cemetery, two family houses in the Hartford reservoir, etc., it has been found that a building lot may be in a zone without the owner being privileged to build the type of house allowed in that zone.

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Two Men Scalded to Death In Penn. Capital Explosion

Harrisburg, Pa., Sept. 29 (AP)—Two men were reported killed this noon in an explosion in the State Capitol building.

The explosion is believed to have resulted from bursting of a steam pipe in a boiler room. The basement was filled with steam and power lines were cut, plunging it into darkness and delaying efforts of rescuers.

The bodies of the two men, both scalded to death, were found in the boiler room.

COLLECTOR AT BOSTON

Washington, Sept. 29 (AP)—W. V. Lukin was reappointed today as collector of customs at Boston.

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MITCHELL SCORES ARMY, NAVY DEPTS. IN AERIAL PROBE

Calls Air Service Inadequate to Meet Emergency—Equipment Deplorable

PREPARES NINE PAPERS SETTING FORTH HIS VIEWS

Eight Are Constructive and One Destructive—Is Given Permission to Testify As He Sees Fit—Asserts Present Expenditures, Redirection, Would Give America Good Air Force.

Washington, Sept. 29 (AP)—Colonel William Mitchell, who precipitated the aircraft row, today poured another avalanche of criticism on the heads of those charged with administering the nation's air services.

Testifying before the president's air board he assailed the army general staff, declared it incompetent to draft air policies, and placed upon its officers the blame for what he described as an improvised and inadequate air defense.

The colonel also dropped verbal bombs on the navy, charging its ranking officials with looking upon aviation as a subordinate adjunct of defense. He advocated pushing the fleet to sea to fight "where it belongs."

To the click of cameras and flashing of photographic apparatus, the former assistant chief of the army air service began his testimony, first asking that he be sworn. He had spread before him a large map of the world and two aides carrying voluminous documentary exhibits.

The board declined to place him under oath and assured him his testimony would be given credence.

Had Nine Papers
Col. Mitchell had nine papers he desired to read, all "destructive" except one which was "constructive," and which he said he would not read if the board objected.

In America the development of aircraft has been "slow and inefficient," he said. "No surface vessel can exist so long as aircraft are in existence. They can put out of commission any naval surface vessel more effectively and economically than any other unit."

The Destructive Paper.
The "destructive" paper, he declared, dealt with the administration of the army and navy air services. Chairman Merrow informed him he was free to proceed as he chose.

Other eight papers discussed the coast defense; sea craft; the air force personnel; civil and commercial aviation; the effect of air power on world armaments; air administration of other world powers; and a plan to remedy defects in the American air organization.

For exterior enemies, Colonel Mitchell said, "we must look across the Atlantic and Pacific," adding that although there was no reason to expect hostile relations with the English, it must be considered in drafting defense plans.

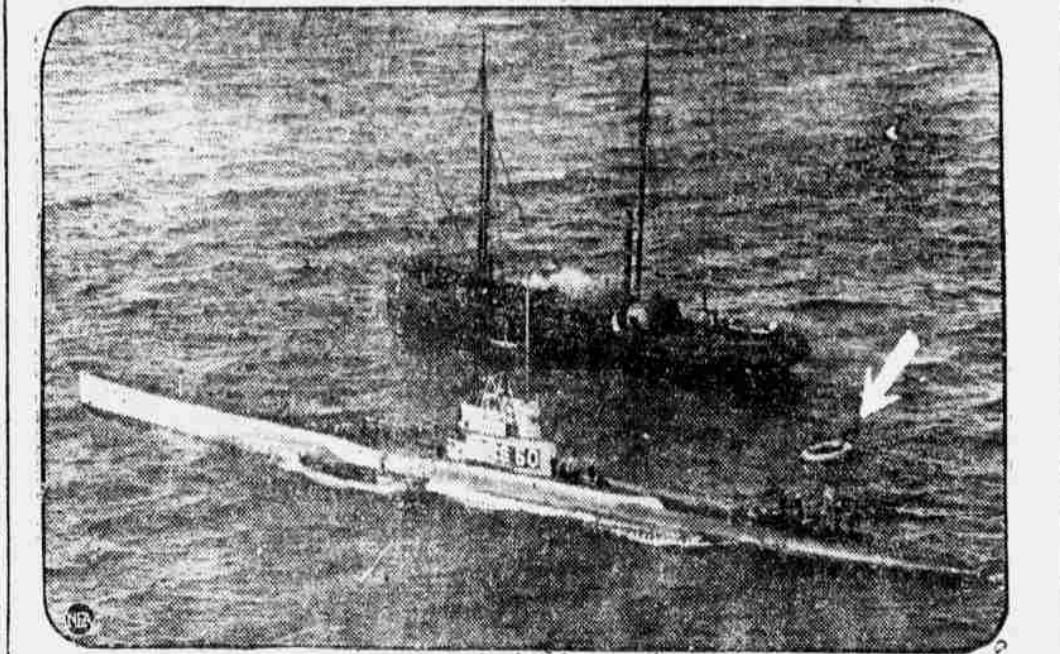
U. S. Cities In Peril.
Declaring Great Britain's force of 1,000 airplanes could be landed in Nova Scotia in from eight to 10 days, he said American cities could then be reached in about three hours.

Dirigible airplanes for carrying airplanes, he asserted, can be built that will fly from Europe to the United States and return.

For the Atlantic, he said, we need an army to protect the land, a navy

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Trying to Raise Sunken Submarine



The Chittenden is shown alongside the submarine S-50. The arrow between them points to the lifebuoy which is anchored directly over the wrecked submarine.

BANK MESSENGER IS SLAIN IN CAMBRIDGE

Companion Wounded—Bandits Get \$10,266 Payroll This Morning

Cambridge, Mass., Sept. 29 (AP)—Edward C. Ross, bank messenger, was shot to death and a companion was wounded by three masked robbers who held up the pair here today and fled with a payroll of \$10,266.

The messenger, accompanied by Rufus Johnson, of Newton, was driving the payroll sent from the Central Trust company to the Ward Baking company when the men swept up in a large touring car. As the bank representatives stepped from their delivery car and started across the sidewalk to the baking company office, the robbers rushed them, firing seven or eight shots as they came. Ross was shot through the heart. A bullet grazed John's head.

Seizing the tin box containing the payroll, the three men ran to their car and drove away in the general direction of the Cottage Farm bridge over the Charles river. Their apparent route would make three principal courses of flight open, into Boston, westward out of the city, or southward toward the Massachusetts south shore.

Johnson's wound was not serious. Only one witness of the shooting could be found, a man who saw the robbery from a considerable distance. He was able to furnish only a vague description and placed the ages of the robbers at between 20 and 25 years. All were handkerchiefs over their faces. The police investigation tended to indicate that the bandits had opened fire without preliminary warning.

Today's holdup was the latest in a long series in Cambridge in the last two years. Johnson figured in one of these on March 5, 1923, when he was robbed of \$5,800 payroll which he was delivering for the Central Trust company to the 121-Hott Addressing Machine Co. Others were:

February 15, 1924, \$10,000 from branch bank of Cambridge Trust company.

May 17, 1924, \$15,000 from Guaranty Trust company messenger.

May 14, 1925, \$25,000 from First National Bank of Boston messengers.

July 19, 1925, more than \$20,000 from a armored car of American Trust company of Boston.

Recently an arrangement was made for the police to send an armored car to guard each large payroll delivery. At police headquarters it was said that today was one of the regular delivery days and accordingly a guard had not been assigned.

AGED COUPLE KILLED BY FUMES OF ESCAPING GAS

Bridgeport, Sept. 29 (AP)—Abraham Heaton 92 and wife, Sarah Heaton 81, were found dead at their home 1320 East Main street at noon today.

Death was due to illuminating gas which escaped from an open jet. The bodies were found by Mrs. John Scribner, who has been taking care of the couple. It is thought they had been dead all night.

TWO AT ACCIDENT SCENE HIT BY SPEEDING TUTO

D. J. Matarese Struck and Policeman Standing Nearby Is Liked—wise Bowled Over

Arriving at the scene of a serious automobile accident on Colony road in Meriden last night, Raymond Boyle of East Main street converted his sedan into an ambulance and took D. J. Matarese, who had been injured, to the Meriden hospital.

Matarese, a widely known real estate and hotel owner, was standing near the scene of an income tax collector's motor accident in which his partner, Harry Israel, had suffered slight injury, when a speeding car knocked him to the street unconscious. In falling he bowled over Patrolman Thomas J. Tighe who also suffered slight injury. Boyle happened along just after the Matarese accident and assisted in taking the injured man to the hospital.

Matarese has serious cuts and bruises and X-ray pictures will be taken today to determine whether there are broken bones. Israel has a broken rib and Policeman Tighe has cuts and bruises as a result of the double mishap.

Half of Town Razed Awaiting Fire Dept.
Solon, Me., Sept. 29 (AP)—Half of this town was destroyed early today when driven by a high wind swept one side of the main street, leveling eighteen buildings. Lacking any fire fighting equipment beyond several ladders and a few buckets, the inhabitants were powerless to check the flames until fire engines arrived from Madison, Norridgewock and Skowhegan, 15 miles away. The first was under control early today, but was expected to burn until noon. No one was injured.

TWO OFFICERS ELECTED BY CITY NATIONAL BANK

Paul K. Rogers Chosen President and Joseph F. Lamb Vice-President—Plans for Opening

Paul K. Rogers was elected president and Joseph F. Lamb vice-president of the City National Bank of New Britain, at a meeting of the directors last night.

This completes the organization of the banking concern. Francis C. Kelly, formerly of New York City, having been selected as cashier several weeks ago.

Announcement was made today that business will be started about the middle of December at 424 Main street in the Begley block. Alterations to the building are now being completed.

The personnel of the institution is expected to be completed in the latter part of this week. Departments of the concern will include commercial, savings, Christmas club and foreign exchange.

HYLAN WILL RETIRE

Mayor of New York Formally and Definitely Declines To Run For Mayor On Independent Ticket.
New York, Sept. 29 (AP)—Mayor John F. Hylan today made a matter of formal record his intention to retire to private life at the end of his present term, and thus practically eliminated the possibility of an independent ticket in the November mayoralty election.

In a letter today to Henry Fruehauf, chairman of the five cent fare club, Mayor Hylan said he "must decline after this time to be a candidate for mayor in any movement."

Recalling his eight years in office, Mr. Hylan declared he felt "the people have benefited and the democratic party has gained in public esteem."

"But I also recognize," he said, "that without the cooperation of a united party, progress would be impeded, public improvements would lag and the whole body of our citizenry would not be adequately served."

Accidental Death Finding In Two Auto Fatalities

Bridgeport, Sept. 29 (AP)—Coroner John J. Phelan today made findings of accidental death in the cases of William Putnam of Maspeth, L. I., and F. W. A. Roethke of New York, killed in automobile accidents. Roethke met death September 21 when thrown from a car in Stamford and Putnam on September 8 when the car in which he was a passenger collided with a tree in Fairfield.

MACRI TRIAL OCTOBER 20

Torrington, Sept. 29 (AP)—The Olympia Macri murder trial at Litchfield probably will not begin until about October 20, according to Litchfield county court officials. The October terms open October 6, but the regular docket of Litchfield county cases is to be taken up first.

Remains of John Gibson, Engineman, And William Teschemacher, Seaman, On Way To Newport As Airplanes And Deep Sea Divers Make Desperate Efforts To Locate Comrades—Twin Brother of One Victim Also Probably Dead In Undersea Craft.

On Board U. S. S. Camden, Off Block Island, Sept. 29 (By Wire to The Associated Press)—A bugler called attention and blew taps today as the blanket wrapped bodies of two victims of the S-51 which went down last week were lifted tenderly over the sides of the U. S. S. Camden, flight ship of the rescue fleet which is working to recover the 33 men who sank with their ship.

Two Bodies Are Recovered

The first body brought aboard was that of John L. Gibson, 25, of Portland, Ore., and the second of William C. Teschemacher, 19, of Bangor, Pa., a twin whose brother is also among the missing.

Both the bodies were in good condition, the lack of air in the sunken submarine and intense cold of depth at 123 feet preventing decomposition.

The bodies of the two victims were started for Newport on the U. S. S. Mahan, one of the light mine layers that came out last night to search for bodies.

No Trace Is Found

Boston, Sept. 29 (AP)—In a search over 40 square miles of water in the vicinity of the sunken submarine S-51, navy aviators have discovered no bodies floating, a radio dispatch to the Boston navy yard said today.

Filled With Wreckage

U. S. Submarine Base, New London, Sept. 29 (AP)—The forward end of the battery room of the S-51, sunk Friday night in a collision with the steamship City of Rome, is filled with wreckage, divers reported to the commander of the submarine base today.

The divers were unable to pass through the door of the control room which was open because of the interference of their heavy cumbersome suits with the ship's structure.

Over and Under Sea

U. S. Submarine Base, New London, Conn., Sept. 29 (AP)—In the air and under the sea men worked today in the search for the bodies of victims of the S-51 which went down last Friday night when she was rammed by the Savannah line steamer City of Rome 14 miles off Block Island. The first body recovered was that of John L. Gibson, 25, engineman, 1st class, and was found in the battery room of the ship by deep sea divers who resumed operations this morning after being forced by strong tides last night to stop their work.

Scour Sea for Bodies

While the men prowled, heavy footed, through the bowels of the submarine, the hum of seaplane motors could be heard overhead as naval aviators flew low over the surrounding waters in an effort to find bodies of three men believed to have been washed overboard with the three survivors who were picked up by a City of Rome lifeboat.

Coffins Are Ordered

Today it was a search for bodies. Last night it was a search for men. Little hope that any of the 33 in the crew could be alive, was held out by officers at the naval station, although none would publicly admit that they believed all their shipmates were dead. Even when word was received that 20 coffins had been ordered from the Chelsea naval hospital to the Newport station, Lieut. Commander H. A. Flanagan, executive officer of the base, stressed the point that a part of the work of the divers was to make sure that all possible air was pumped into any compartments that might hold survivors.

One Diver Inside
The divers, said a message, received at the base, were working separately. One of them was inside the S-51 working forward. The other was on the outside of the same part of the ship.

The message also said that air pumps had arrived to assist the two divers who had been right up to the searchlights to pierce the darkness of the waters around Block Island as they searched for the bodies that eventually would come to the surface.

The report that coffins were being sent to Newport indicated that the hospital there would be the point to which the recovered bodies would be sent. Officers here were without definite information on this score, but said Newport probably would be the more logical place as it was nearer the scene of the wreck than New London.

Second Body Found.
The body of William T. Teschemacher, seaman, first class, of Bangor, Pa., was the second to be found on the S-51 by divers today.

Teschemacher was a twin. His brother also was aboard and believed to have been lost. Frederick was thought to have been at the helm when the submarine was struck and one of those washed overboard. The boys were 19 years old.

Williams' body was taken aboard the Camden and it was reported in the message from Rear Admiral Christy that all bodies would be taken to the naval hospital at Newport instead of brought to New London.

The message did not state what

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